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Vol. 31, No. 12 Merry Christmas from the Montana Aeronautics Division December, 1980

Walt Williamson Memorial Fund

On September 14, 1980, the Great Falls Red Cross received a call from Scott Air Force Base, the rescue coordination center for the Air Force. The Red Cross was notified that a pilot was needed for a mercy mission flight to Kalispell where blood was desperately required to save a patient's life. Walt Williamson, Great Falls pilot and Montana Civil Air Patrol Wing Emergency Services officer, flew that mission. On the return flight to Great Falls Williamson was killed.

A great loss was suffered by all those who knew and loved Walt. One group in particular — the Jackpot Air Race pilots. In the 1978 and 1979 air race, held annually from Great Falls to Jackpot, Nevada, Williamson was co-pilot of a Cessna 210. Pilot-in-command of the Cessna was long-time friend of Williamson, Dan Murray of Lewistown.

Early in 1980 Williamson and a group of friends in Great Falls bought an Aero Commander 685 and promptly entered the aircraft in the upcoming race to Jackpot scheduled for October 4. Williamson would be pilot-in-command. The Aero Commander would compete in Class IA having the fastest cruise speed in

this class and would have the honor of being race plane number one to leave for Jackpot. After the tragic accident, the number one position was retired in Williamson's memory.

During the air race awards presentation in Jackpot, several pilots donated their entire winnings to start the Walt Williamson Memorial Fund. Passengers also made generous donations. These donations were deposited in the Fidelity Savings and Loan Association in Great Falls.

All money received in the memorial fund will be used to purchase a special piece of training equipment called an ATC Flight Simulator. The simulator will be located in the Rocky Mountain Air facilities at the Great Falls International Airport and will be available for use by any Montana pilot.

The memorial presentation ceremony will be held January 10, 1981, at 1:00 p.m. in the Great Falls airport terminal. The public is welcome to attend.

Checks should be made payable to the Walt Williamson Memorial Fund. For those unable to attend in person, contributions can be mailed directly to the Fidelity Savings and Loan Association, 510 1st Avenue North, Great Falls, MT 59401. For further information contact Patti Thompson, 2824 4th Avenue South, Great Falls, MT 59401, or call 452-8800.

New FAA FSDO Chief

Charles "Bob" Taylor has been promoted to the Chief of the Federal Aviation Administration's Flight Standards District Office in Helena.

Bob was in Helena with the FAA from 1966 to 1972 functioning as a General Aviation Maintenance Inspector. Between 1972 and 1980 he worked as a Special Inspector of Air Taxi Operators and later as a General Aviation Maintenance Specialist at the Regional Office in Denver.

He will supervise five aviation safety inspectors who are responsible for general aviation and air carrier operations in the western part of Montana.



Bob Taylor, new Chief of the FAA's Flight Standards District Office in Helena.

Administrator's Column

The Montana Aeronautics Board held a hearing on December 8, 1980, to review the application submitted by Mountain West Airlines, Inc., Boise, Idaho, for a Certificate of Public Convenience and Necessity. Their initial request is to fly from Boise to Butte to Pocatello to Salt Lake City in the early morning and to return from Salt Lake City to Pocatello to Butte and then return via the same route in the late afternoon.

Mountain West intends on serving the Butte market with 18 passenger Embraer Banderiante prop jet aircraft. The Aeronautics Board approved the application and granted Mountain West an interim certificate to begin service on December 15, 1980.

The Board took final action on Flight Line Incorporated's application for a Certificate of Public Convenience and Necessity. Flight Line intends on flying a commuter route serving Bozeman, Helena and Great Falls. The Board awarded Flight Line, a Bozeman fixed base operator, the Certificate authorizing them to begin immediately the two daily round trips on a four day per week schedule.

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The Aeronautics Division has been making every effort to assure that the Federal Aviation Administration Airports Engineering Field Office in Helena is not closed. Arthur Varnardo, Director of the FAA Rocky Mountain Region has proposed to consolidate the Airports Engineering Field Office in both Helena, Montana and Bismarck, North Dakota, into the Denver headquarters.

The Division arranged for a meeting with Mr. Varnardo, airport managers and engineering consultants to meet on October 22. At that time the airport managers and consultants had a good opportunity to share with Mr. Varnardo their thoughts and to express their opposition to his proposed action.

Mr. Varnardo agreed to re-study the matter and has commissioned Mr. Carl Bailey of his office to investigate the feasibility of closing the two offices.

Mr. Bailey has attended meetings in both Bismarck and Helena in which he heard arguments against the plan first hand from airport operators, airport consultants, airport engineers, representatives of the congressional delegations and the Aeronautics Board.

A final report is expected by January 1. We would encourage any interested individuals to contact Mr. Varnardo at 10455 E. 35th Avenue, Aurora, CO 80010 to let him know that taking the Airport Engineering Field Offices out of Montana and placing them in Denver is not in the best interests of the state, airports, or the general public.

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While on the subject of the FAA, we were sorely disappointed to learn that Mr. Varnardo has elected to fill the vacant Accident Prevention Specialist position in Billings rather than Helena. We are opposing this action in as much as FAA and Aeronautics Division aviation safety education programs overlap and we work closely together on matters of safety education throughout Montana. It appears counterproductive to remove this function from Helena where it can most effectively function with our office. We have urged Mr. Varnardo to reconsider his initial decision.

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We have received considerable inquiry and interest in the proposed piece of legislation drafted by the present administration to abolish the Department of Community Affairs and create a new Department of Economic Development. Information available at the present time indicates several alternatives are being considered by the staff of Governor-Elect Schwinden to best serve the needs of aviation. A proposal will be submitted to the 1981 legislature.

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The FAA is continuing with plans to modernize and centralize the Flight Service Stations throughout Montana and the nation. We have recently been notified that both Kalispell and Drummond remote radios have been transferred from Missoula to the recently modernized FSS in Great Falls. See



Montana and the Sky
USPS 359 860

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Creative Press

Administrator's Column Continued

article on page 8 of this newsletter.

The modernization program will further centralize all FSS in Montana into one center. All existing FSS will then be closed. The FAA has tentatively selected Billings for the central site for Montana. They project tremendous savings by implementing the new system as the new automated facilities will require fewer personnel than the existing system.

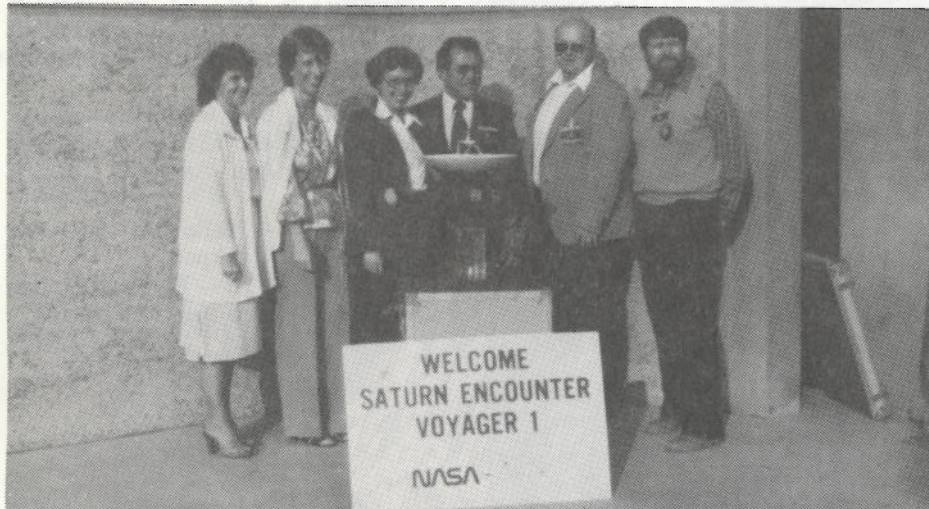
Change over to the new centralized automated system in Montana is projected to be completed by 1989.

In May of 1978, a delegation from Montana traveled to Washington, D.C. and met with Department of Transportation Secretary Brock Adams, FAA Administrator Langhorne Bond, and top level FAA officials to voice their concern and opposition to the FAA's proposed modernization plan. Senator Melcher, Senator Baucus, Congressman Marlenee and Governor Judge all attended this meeting and strongly supported the delegations' position.

The Montana Pilots Association has now decided that the system "bugs" have been satisfactorily worked out and therefore will now support the plan. The Aeronautics Board has delayed taking action to change their position until more input from the entire aviation community has been received and evaluated.



63 Montana educators in attendance at NASA's Saturn Encounter Conference.



Left to right, Joann Eisenzimmer, Great Falls Aerospace Teacher Workshop Director; Evelyn Sedivy, Supervisor, Safety and Education, Montana Aeronautics Division; Pat Johnson, Helena Aerospace Teacher Workshop Director; Ben Casados, Jet Propulsion Laboratory, NASA; Ron Kologi, Havre Aerospace Teacher Workshop Director; Bernie Allen, Bozeman Aerospace Workshop Director.

Voyager-Saturn Encounter Conference

By: Patricia Johnson
Aerospace Workshop Director

Sixty-three Montana educators with an interest in aerospace education had an encounter with history on November 11 to 13 when the Voyager I spacecraft passed the point of closest approach to Saturn.

The educators were invited to the National Aeronautics and Space Administration's Jet Propulsion Laboratory at Pasadena, California, to observe data from Saturn. Space scientists were on hand to discuss the information as it arrived from the tiny spacecraft across one billion miles. It took an hour and a half for the radio signals to reach earth being sent by a 10-watt transmitter.

The educators were also given tours of Jet Propulsion Laboratory facilities where vibration and temperature tests were conducted on the spacecraft, experimental levitation using sound waves, a lab for testing the flow of auto emissions in tunnels on the Pasadena Freeway, and the Voyager Mission Control Center.

An Air Force Airlift obtained through the Civil Air Patrol and coordinated by the Montana Aeronautics Division was used to transport the educators without charge to Norton Air Force Base, California.

Most of the Montana educators selected to attend the conference had taken an Aerospace Education Workshop sponsored by the Aeronautics Division each summer.

Evelyn Sedivy represented the Aeronautics Division at the conference, along with Workshop Directors, Bernie Allen, Bob Conklin, Joann Eisenzimmer, Patricia Johnson, and Ron Kologi.



Navigational Aids

By: Jerry Burrows
Aviation Representative

GLASGOW: A new King unicom has been installed with Wokal Flying Service recently and it appears to be working satisfactorily. A meeting was held during the evening of October 28 with Vic Wokal, Jim Hines and the Glasgow Airport Board to discuss the unicom and the possibilities of providing transcribed weather information on the Glasgow NDB.

The existing Glasgow NDB MKR 339 KHz was also inspected to determine what equipment can be salvaged, should the community and our office go ahead with the new program.

SCOBEEY: Electronics technician, John Sission, Glasgow, and I flew to Scobey to install a new harmonics suppress on the NDB SCO 283 KHz as there was some local reports stating that the Morse Code from the NDB interfered with their listening of a Canadian broadcast station. The NDB was retuned. A new replacement unicom was also installed at Troller Aviation. Technician Sission maintains the NDB facilities for the state at Scobey, Malta, Jordan and for the city of Glasgow.

Runway lights and bulbs were dropped off to Jim Bailey at Opheim on our return to Glasgow.

LAUREL AND BIG TIMBER: Unicom were checked and exchanged in these two communities on October 29th.

LIBBY: The community has set the poles for the new NDB and the counterpoise system (underground wires) were installed during my visit on November 19. Bob Wilson and Bob Windom with the Libby Airport Board and Dale Beyer, foreman for the Lincoln County Road Department have been a great help in getting this project near completion. Arrangements for erecting and wiring the building were made and we're hopeful to have the station on the air yet this year.

I had the opportunity to visit with the individuals responsible for the

navigational aids in the states of Nebraska and Minnesota. Both states operate NDB's similar to Montana's program and also operate VOR's, DME's, weather forecasting systems and other navigational systems. Notes on airport lighting systems, windsocks, rotating beacons, resale items (such as airport lighting systems), parts, bulbs and other common areas were discussed.

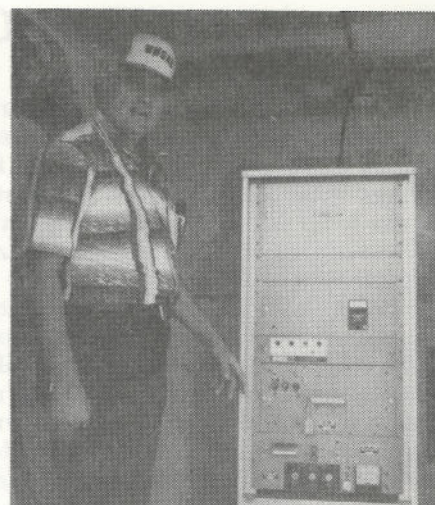
Bob Lammers, Chief of the Nebraska Navigational Aid Division, and his crew, provided a great deal of information on their programs. Bob Engelhardt, Director of the Minnesota Radio and Visual Navigational Aids Division, Howard Benson and others in the Department provided valuable information on Minnesota's programs. Visitations to VOR and NDB sites in both states were especially helpful.



Sherman Luhn, left, and Bob Lammers described Nebraska's spark-gap insulator.



Technician John Sissions, completing installation on the Scobey NDB.



Howard Benson explained Minnesota's new NDB.

Calendar

January 10 — Walt Williamson Memorial Presentation Ceremony, Great Falls International Airport. See article on page 1.

January 17 — 99s meeting in Billings. 11:00 a.m. Pilot's Lounge, Billings Terminal.

February 17 to 19 — Aviation Mechanics Refresher Seminar, Helena.

March 6 to 8 — Flight Instructors Refresher Clinic, Helena.

March 8 to 11 — NATA Convention, San Antonio. Contact NATA, Washington, D.C. (202) 965-8880 for details.

August 7, 8 & 9 — Beacon Star Antique Airfield Fly-In. Sponsored by the Montana Antique Aircraft Association.

October 3 — Halloween Air Race, Great Falls to Jackpot.

October 9 & 10 — Flying Farmers Convention, Yogo Inn, Lewistown.



Flight Plans are a nuisance only to the pilots who should have filed them.

Merry Christmas

from the

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Airport/Airways Bureau

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Jack Wilson, Chief,
Safety and Education Bureau

Evelyn Sedivy, Supervisor,
Safety and Education Bureau

Vern Moody,
Aviation Representative

Gerald Burrows,
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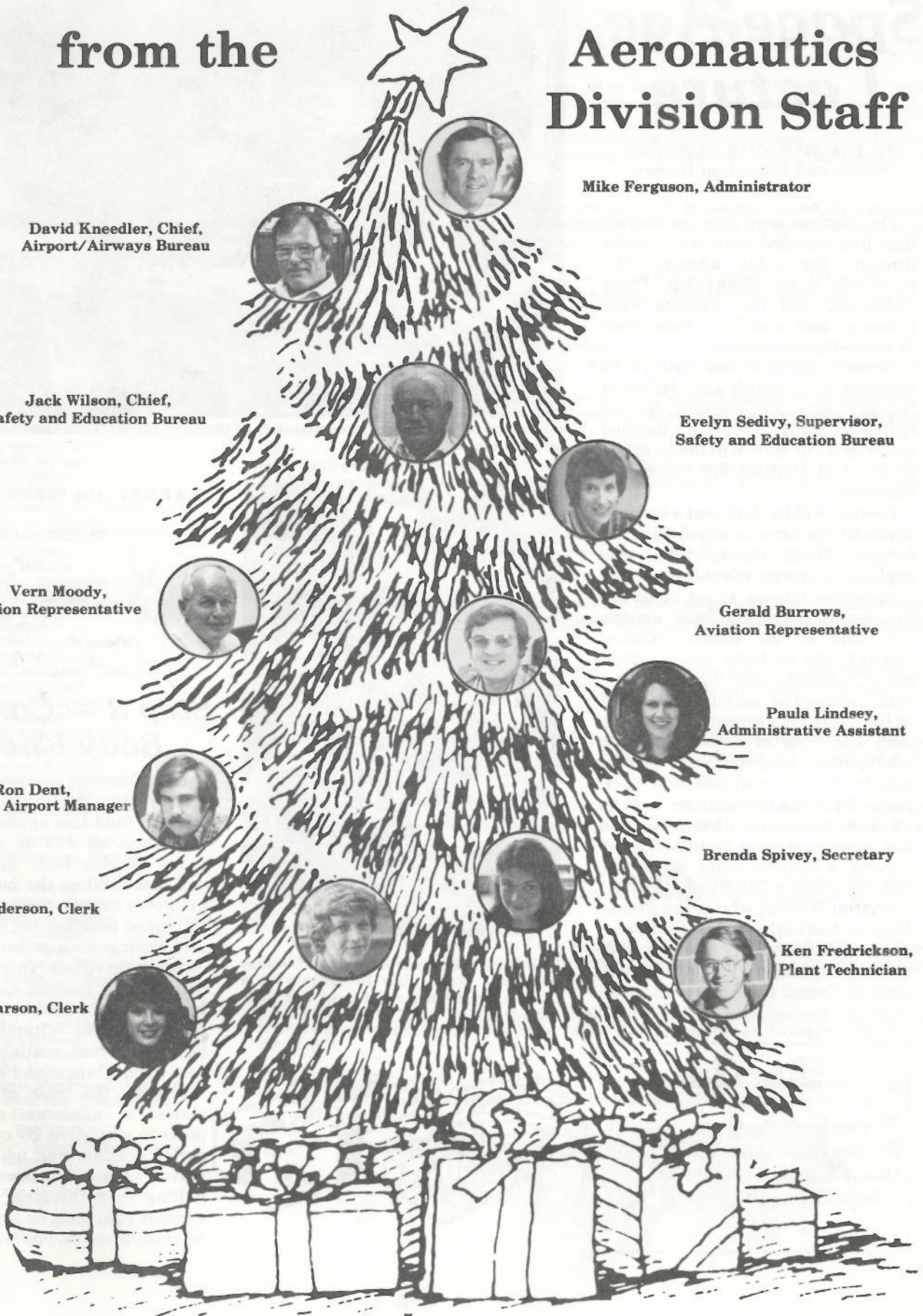
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Space Age Lecture

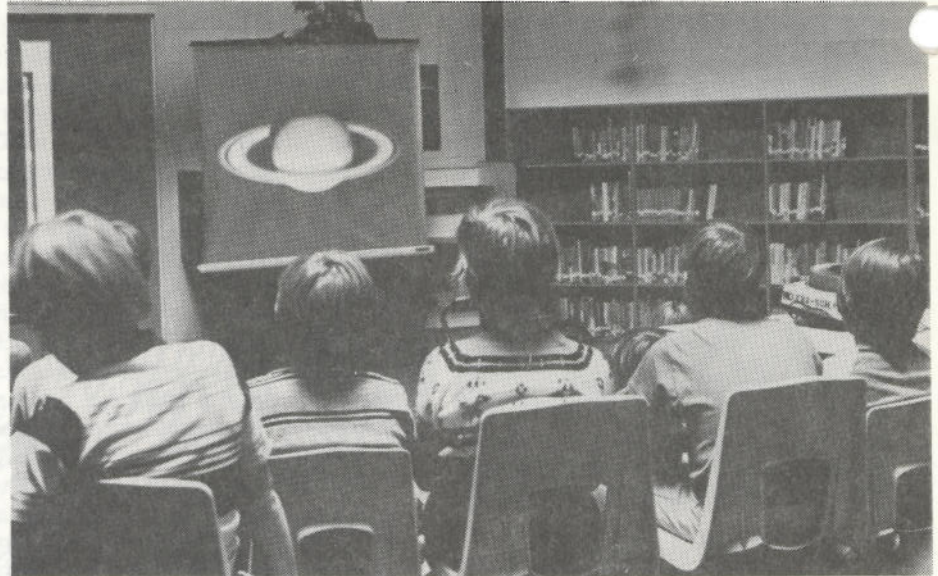
By: Evelyn Sedivy, Supervisor
Safety and Education Bureau

The pictures were from spacecraft that had traveled millions of miles through the solar system. The lecturer was speaking from California. But the students were listening and watching from their own classroom in Helena.

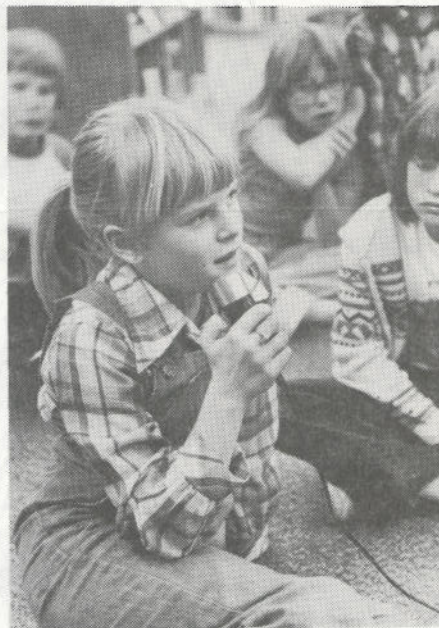
Recently the fifth- and sixth-grade students from Smith and Jefferson Schools who are enrolled in the Gifted-Talented Program listened and talked to Bob Wilkins, a space scientist at NASA's Jet Propulsion Laboratory.

Earlier, Wilkins had sent a series of slides to the schools to go with this lecture. Then, through the tele-explorer, a special telephone hookup that allows schools to set up direct-line communications with experts anywhere in the nation, Wilkins talked to the students. Space exploration, including the Saturn fly-by, was discussed as the students looked at the slides on a screen. Afterwards, with the flick of a switch and a microphone, students were able to talk to Wilkins and ask him questions. With the tele-explorer hookup available to schools, other students in the state may soon be talked to by experts in various fields across the country about a variety of subjects.

Sharon Walker, who is the Project Promise teacher, arranged the special lecture. She learned of this technique while attending an aerospace workshop at Carroll College this summer.



Children watch a slide presentation of pictures taken from spacecraft during a special lecture.



Through the tele-explorer hookup students were able to talk with a NASA space scientist and ask him questions.

BARNEY the BEAR

SAYS: "If you're bare, bundle up." CONSERVE YOUR BODY ENERGY



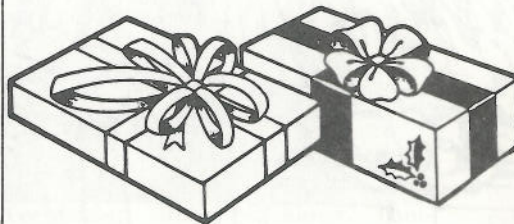
Step 3 — Conserve Body Energy

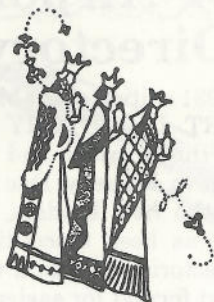
In a survival situation, conserve energy by curling up like an animal in the cold (and this applies at night in the desert as well as in the mountains) keeping body functions to a minimum. When the body cools, we get goose bumps, chills, shivers, and tightened muscles; we fold our arms and curling our legs, bring our knees close to the chest. In order to keep our internal heating system operating, the body will shut off warmth to the extremities — hands, feet, arms, legs — and rush available heat to the core (heart, lungs, and brain).

Finally, the brain and heart are slowed to minimum operation in order to stay alive. By staying in the curled position and using isometric moves such as pressing hands and pulling them, keeping elbows close against your side, or tightening and relaxing muscles, you'll stay warmer.

Pilot Aids

Montana Aeronautics Chart	\$2.00
Montana Airport Directory	\$2.00
Annual Subscription to Montana and the Sky	\$2.00





Whirly-Bird Santa

(St. Nicholas has been dropping in on so many places by helicopter that, with apologies to Clement C. Moore, the following lines have been penned.)

'Twas the night before Christmas and all through the sky, the reindeer were shell-shocked and so, too, was I, Not a creature was sleeping; all wondered what next, But 'twas only a jet's sonic boom that then vexed.

The stockings were hung by the rocket's red glare, In hopes that the whirly-bird soon would be there; The children were watching TV from their beds, While visions of spaceships careened through their heads.

And Mama in her curlers, and I with my pipe, Had just wondered aloud if the cider was ripe; When out on the lawn there arose such a clatter, I turned off the hi-fi to see what was the matter.

Away to the window I flew like a flash, Tore open the shutters and threw up the sash; The blast-off of Saturn, enroute to the moon, Gave the launching pad near us the lustre of noon.

When what to my wandering eyes did appear, But a model-T eggbeater, dropping quite near; With a little old pilot, so full of light banter, I knew right away 'twas the local store Santa.

And down past the housetop his flivver he flew, With the names of his sponsors — and St. Nicholas, too; And sweet as a carol, he told of their fame, And he whistled and shouted and called them by name.

And slower the eggbeater's blades turned around, While Santa he asked, "What's the name of this town? My contract requires that I ride in class, But what can I do when I'm all out of gas?"

Empty cans in sub-zero drop softly to ground, So Santa dropped in, and with hardly less sound; And up at the house-top he then cast a glance, And said, "Not for me — it would dirty my pants."

And then in a twinkling I heard the bell ring, And I wondered what unpaid bills Santa would bring, He was dressed all in fur, from his head to the floor, "Fuller Brush man," he said, and I slammed the door.

But the bell rang again, and he looked so forlorn, That I let him in on that cold Christmas morn; His eyes, how they thanked me, his goose-pimples showed, As he told me with shudders how heavy it snowed.

And he smacked his red lips as the cider he saw, While the beard on his chin got ready to thaw, He shivered with cold, and his teeth so did chatter, That compared to a blast-off, it made quite a clatter.

But he warmed in a trice, with a sip of the juice, And a long slab of meat from Aunt Nancy's gray goose, A wink of his eye and a twist of his head, Soon gave me to know I had nothing to dread.

He spoke not a word, but with infinite patience, He filled all the stockings with free invitations; To come to the store for publicity's sake, And see all the bargains and the savings to make.

Then pointing his finger way up at a star, He asked could he borrow some gas from the car; With a siphon we did it, he climbed in the bubble, Then he stepped on the starter and left on the double.

The engine backfired as he rose in the air, "Get a reindeer!" I hollered; he said, "That's not fair!" But I heard him exclaim as he flew out of sight, "Happy Christmas to all — you now can sleep tight."



CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Robert L. Spoklie, Antelope
John L. Dickinson, Billings
Michael R. Holle, Billings
Gary S. Blain, Billings
John G. Link, Billings
William E. Patenaude, Red Lodge
Paul M. Foster, Jr., Billings
Ronald C. Daniels, Billings
Frank L. Pirtz, Billings
Earl W. Ostler, Billings
Donald C. Dolan, Livingston
Chris G. Walter, Kalispell
James E. Welter, Havre
Leo C. Taylor, Darby
Robert M. Rodosevich, Missoula
Sharon L. Pfaff, Miles City
Estile H. Hunt, Whitefish
David C. Cano, Kalispell
Paul W. Morton, Broadview
Ray R. Dyer, Kalispell
Robert E. Demchak, Great Falls
Winfred E. Vogt, Cut Bank
Roger W. Graham, Kalispell
Paul B. Blomgren, Jr., Kalispell

ATP

Daniel W. Liudahl, Billings
John A. Meyers, Jr., Hamilton

INSTRUMENT

Clifford D. Cunningham, Glendive

(Commercial)
Keith A. Kinden, Sidney (Commercial)
Deborah J. Evinrude, Glendive (Private)
Marshall B. Lambert, Billings (Private)
Stan D. Monson, Billings (Commercial)
Roger J. Sayre, Billings (Private)
Thomas E. Marchwick, Belgrade (Commercial)
Rory N. Van Dekop, Cut Bank
Clinton E. Vonheeder, Plains

COMMERCIAL

Dale R. Sanford, Laurel (Add ME)
Bruce A. Miklos, Billings
George D. Bryan, Poplar
John A. Romito, Lolo
Gary H. Mattson, Manhattan, (MEL, IRA)
Marvin R. Waples, East Helena (Heli)
Larry D. Benedict, Bozeman

INSTRUCTOR

Keith A. Kinden, Sidney (Renew)
Frederick W. Lueneburg, Columbus (Renew)
Richard A. Danylieko, Billings
Marvin L. Lange, Billings
Harold P. Matovich, Livingston
Walter C. Hensley, Havre (Renew)
Duane N. Johnson, Whitefish (Renew)

Kalispell and Drummond Reterminaled

You may have seen a Letter to Airmen No. 80-1, which talks about the Kalispell and Drummond VOR's being terminaied to Great Falls Flight Service Station. Tie-in responsibilities previously provided by the Missoula FSS are now functions of the Great Falls FSS and all reports and services will now be given to Great Falls. This will involve the following airports: Condon, Crystal Lake, Buffalo Trail, Drummond, Eureka, Ferndale, Glacier Park Int'l., West Glacier, Hot Springs, Kalispell City, Libby, Meadow Creek USFS, Philipsburg, Plains, Polson, Ronan, Seeley Lake, Sondreson, St. Ignatius,

Thompson Falls, Troy USFS, Whitefish, Wineglass, Wurtz.

Individuals in the Polson, Whitefish and Columbia Falls telephone exchange will continue to dial operator and ask for Enterprise 732. Those utilizing the Kalispell exchange will dial 257-7557, as in the past.

For long distance calls to Great Falls Flight Service Station dial 1-761-7110 or for the supervisor dial 1-452-4892. All radio/landlines at the Great Falls FSS are monitored except for the Supervisor's number.

The FAA's final comment was that this change does not affect current manned facilities or their staffing. It is an initial step in the modernization program to be effected during the eighties which will eventually bring about "MONTANA RADIO."

'81 Airport Directory

The 1981 edition of the MONTANA AIRPORT DIRECTORY has been sent to the printers and should be available in January. Due to the high cost of the new binders, the insert format has been discontinued. The new directories will be a wire-bound flip chart format for easier use in the cockpit.

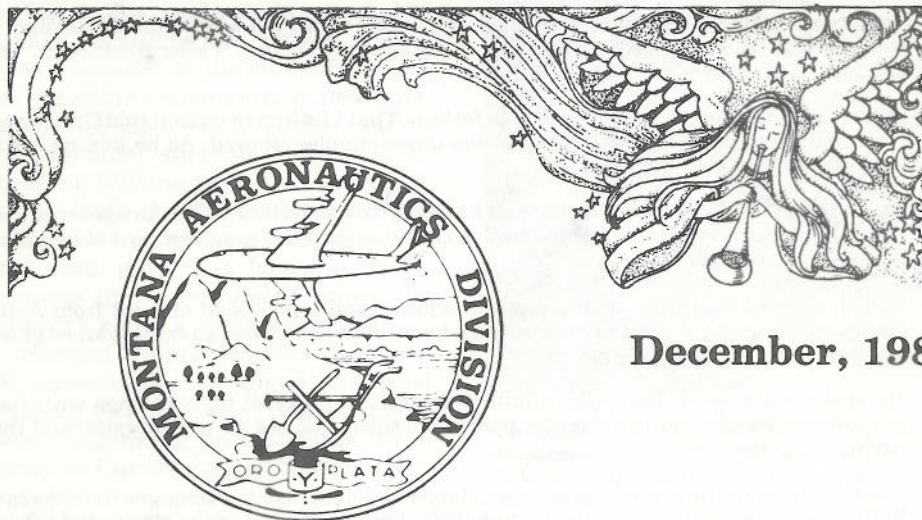
If you have not ordered your new directory (\$2.00 each) contact our office.

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